GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA

UNSTARRED QUESTION NO:957
ANSWERED ON:02.03.2016
Electrification of Railway Lines
Karandlaje Km. Shobha;Simha Shri Prathap

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government has received any proposal/requests from various sections of Karnataka including public representatives for electrification of Mangalore-Kundapura railway line, separate division for Mangalore under SWR/KR, electrification of Bellary-Hospet-Vasco railway line, introduction of new trains between Davangere-Tumkur, Hospet-Hubli, Tumkur-Arasikere and double line track between Bangalore-Mumbai; and

(b) if so, the details thereof and the action taken by Railways thereon so far?

Answer

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI MANOJ SINHA)

(a) & (b): A Statement is laid on the Table of the House.

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STATEMENT REFERRED TO IN REPLY TO PARTS (a) & (b) OF UNSTARRED QUESTION NO.957 BY KUMARI SHOBHA KARANDLAJE AND SHRI PRATHAP SIMHA TO BE ANSWERED IN LOK SABHA ON 02.03.2016 REGARDING ELECTRIFICATION OF RAILWAY LINES.

(a) & (b):
(i) Regarding Railway Electrification:
Mangalore-Thokur is a part of Shoranur-Mangalore-Penambur Railway Electrification project sanctioned in 2010-11. Thokur-Kundapura is a part of Thokur−Roha (740 Route Kilometres) Railway Electrification project for which, Ministry of Railways has already communicated its approval to Konkan Railway Corporation Limited (KRCL) at an estimated cost of `709.39 crores.
Bellary-Hospet is a part of Guntakal-Bellary-Hospect including Tornagallu-Ranjitpura branch line Railway Electrification project sanctioned in 2012-13 and Hospet-Vasco da Gama is a part of Hospet-Hubli-Vasco da Gama Railway Electrification projects sanctioned in Railway Budget 2015-16.

(ii) Regarding separate Division for Mangalore under South Western Railway:
Proposals for a new railway division at Mangalore have been received from time to time from various fora, including public representatives.

New divisions on Indian Railways are set up keeping in view size, workload, accessibility, traffic pattern and other administrative/operational requirements, consistent with the needs of economy and efficiency, without any regional considerations. The proposal for creation of a new division with head-quarters at Mangalore, when examined from these aspects, has not been found feasible.

(iii) Regarding introduction of New Trains:
A large number of representations are received at various levels of Railway administration viz. Railway stations, Divisions, Zonal Headquarters and at Railway Board level. However, Indian Railways do not maintain compendium of such representations. At present, there is no proposal to run new train services between Davangere-Tumkur, Hospet-Hubli and Tumkur-Arasikere.

(iv) Regarding Doubling of Bengaluru-Mumbai rail line:
Representation for doubling of single line sections on Bengaluru-Mumbai route have been received. On this route, double line already exists between Bengaluru-Tumkur, Arasikere-Chickjajur and Dharwad-Kambarganvi sections. On balance portion, doubling work between Hubli-Dharwad & Kambarganvi- Londa is a part of Hubli-Londa-Vasco da Gama doubling project, which has been taken up and doubling of Tumkur-Arasikere, Chickjajur-Hubli & Londa-Miraj-Pune sections have been sanctioned in 2015-16.
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